

Overview of LT ATC Metrics and Proposed Changes to Evaluation of LT TSRs and NT Forecasts

December 7, 2021



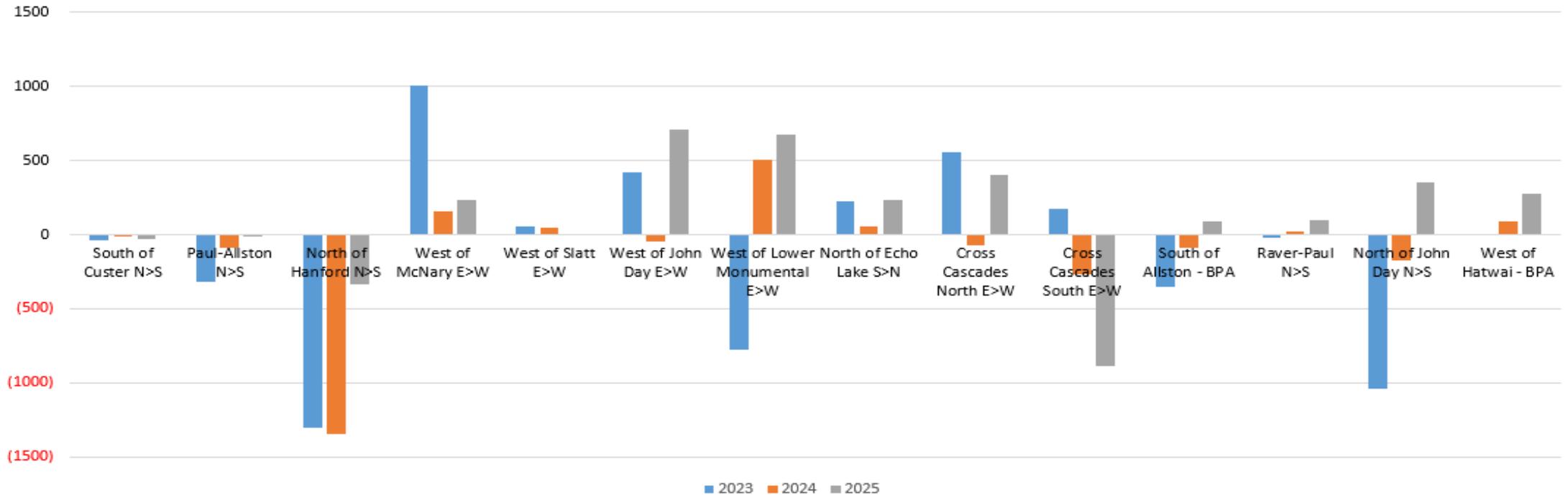
Long-Term ATC Metrics Background

- During the Pro Forma Gap Analysis (PFGA) process, BPA committed to work with customers to develop metrics to determine how well the Long-Term (LT) ATC is meeting objectives and whether other tools may provide better insight into commercial availability and/or constraints than the currently posted LT ATC
- Staff identified, and held several public workshops over the summer of 2020 to finalize, four metrics
- Staff shared initial metrics data and interpretations during a workshop in May 2021 and opened a comment period to solicit feedback
 - Based on initial ATC metrics data, staff believe a study more closely aligned with the TSEP is superior to ATC values
 - Additional metrics results will be shared late Spring 2022
- Staff now present a proposal for evaluation of LT Transmission Service Requests (TSRs) and/or Network Integration Transmission Service (NT) forecasts, which does not rely on LT ATC

Metric #1- Long Term ATC vs Needs Assessment

[originally presented in May 2021]

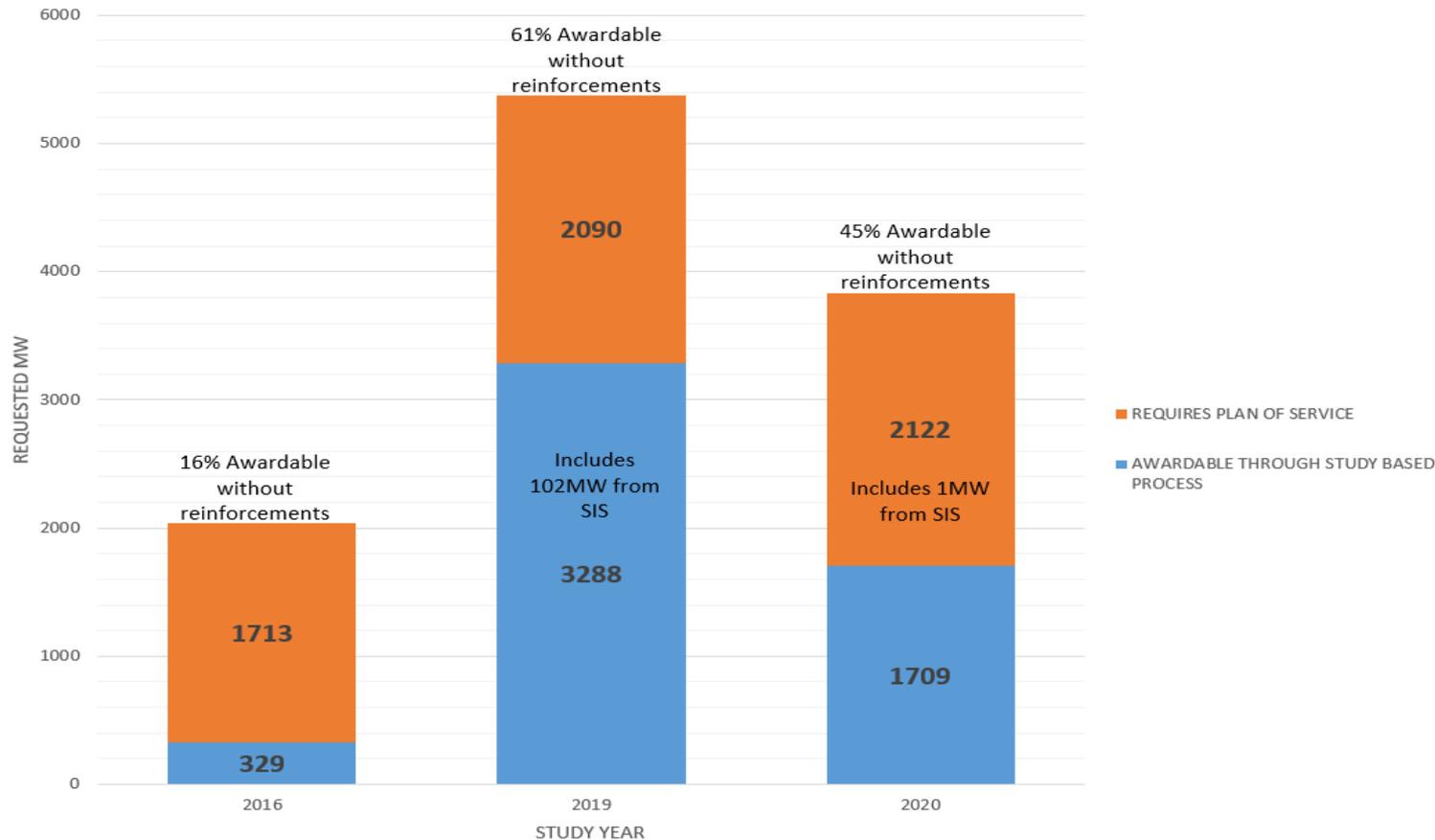
Most Limiting Needs Assessment Less LT ATC Values by Year
 (Positive values indicate the Needs Assessment has more availability than the LT ATC)



Objective – Track the magnitude of the difference between the posted LT ATC and Needs Assessment Study results.

Key Takeaway – There does not appear to be a correlation between these two values.

Metric #2 – MWs Awarded via Studies [originally presented in May 2021]



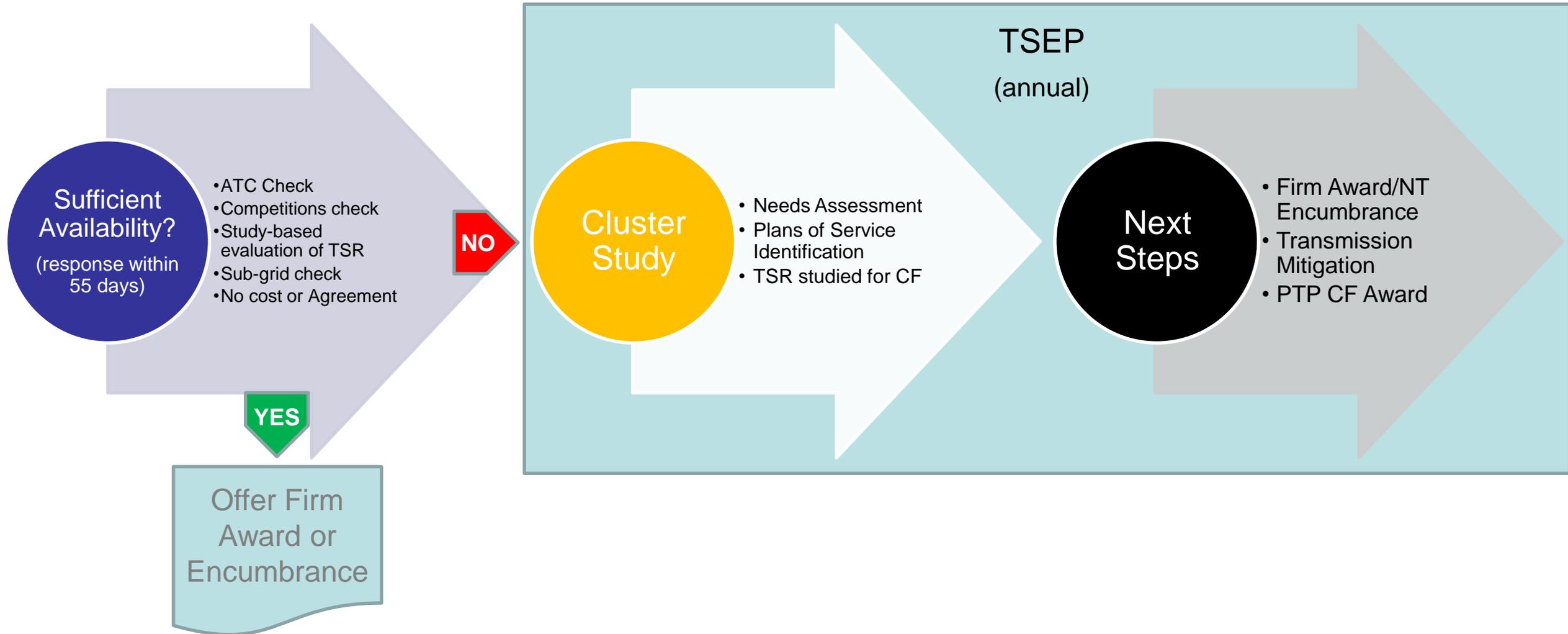
Objective

Determine the number of MW's that were not offered via the LT ATC process, but were granted without upgrades being required via study-based process.

Key Takeaway

The study-based processes have identified more MWs as awardable without an upgrade than the current LT ATC process.

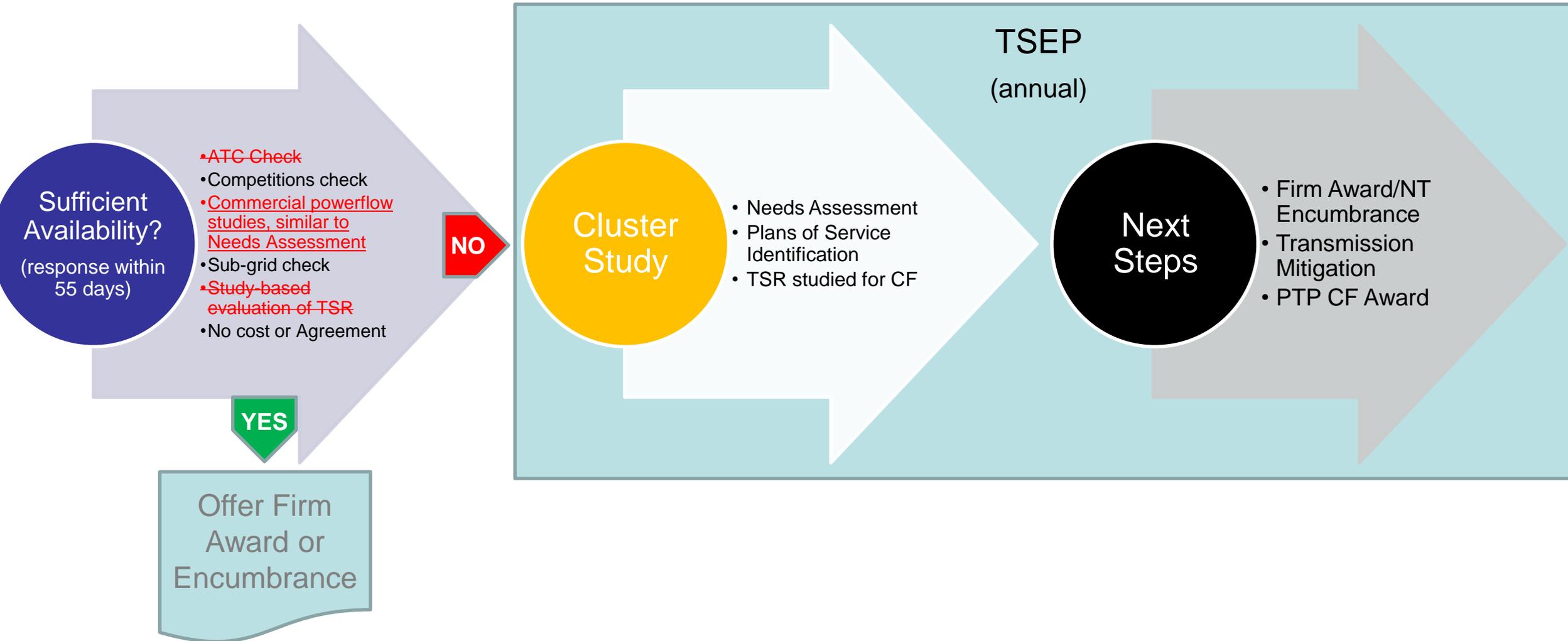
Current Process for Evaluating a LT TSR or NT Forecast



Proposed Process for Evaluating a LT TSR or NT Forecast

- BPA continues:
 - Calculating and posting Short-Term ATC values for all constraints (show map)
 - Performance of the annual TSEP
 - Provision of the Commercial Transmission Inventory Map to allow interested parties to determine the potential impacts of a LT TSR or NT forecast on internal paths within BPA's Transmission System
- BPA stops:
 - Calculation of LT ATC values for the flow-based constraints (show map)
 - Performance of the annual LT ATC Base Case update
- BPA begins:
 - Performance of frequent commercial powerflow studies to assess impact(s) of new TSRs or NT forecasts, similar to the Needs Assessment which is now performed as part of the TSEP Cluster Study
 - Regular sharing of study results to support adequate transparency

Proposed Process for Evaluating a LT TSR or NT Forecast



Next Steps: Customer Comments

BPA is seeking customer comments on BPA's proposal, specifically:

- Do you support BPA's proposal? If not, why?
- Do you foresee any cons to BPA's proposal? If so, please explain.
- What sorts of data do you believe would provide sufficient transparency into the commercial powerflow studies?

BPA plans to incorporate this feedback into the TC-24 changes to BPA's OATT Attachment C

Submit comments to techforum@bpa.gov by COB Tuesday, December 21, 2021